American Women Missionaries and Pioneers Collection

Part 1: Missionaries

The Irene Forsythe Hanson Papers, 1921-1980

Series I

Correspondence
(Incoming and outgoing intermixed)

Folder Description:

Correspondence,
November 22, 1945–May 13, 1946

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Nov.22,1945

I wrote you Tuesday night telling about getting two truck loads. I forgot the Larson's dining chairs so went back yesterday morning and also found a couple of cupboards that I had located belonging to the Larsons but failed to get. I also found a pair of blue porcelain seats like mother had so I claimed those, and then we added a few other things-ice refrigerator, hat rack, tables, servants beds, etc. I had to stop Larson's servant from taking. He decided it was a free for all and others were taking everything in sight and the soldiers were encouraging folks to take them and get them out of their way, so he was helping himself with a free hand. I spent most of the morning with the furniture and in the P.M. called on some officers at the Division Pay Office to see if any of them would be able to cash some of my drafts or travelers checks. No bank has opened for business. There is a big market for U.S. cash, but no one wants drafts or travelers checks. I didn't get very far, but one major said if he goes home within two or three weeks, he might be able to help me. Today I went to the Catholics who are in business in a big way selling silks and embroideries, etc. to the sailors and marines at big prices, and also dealing in exchange in a big way. I first met the priest who used to borrow my axe in Weihsien for the Peking kitchen. He recommended that I see sister Eustella. We could hardly tell her what we wanted as she just talked on and on and on, until the priest reminded her that we had business to attend to, so she stopped to let me have a word. She has agreed to cash most, if not all my drafts. They are hoping to build a new school building and this business is making money for that, so it is easy to lay up drafts, better than cash. I am to go back Sunday to give her the drafts. She's too busy other days to bother with it. I told her that I supposed it was O.K. to count the oxin the ditch. She wants to tell me all about Weihsien after we left - the much politics, etc.

I have had a good time outfitting families with clothes. I am sure glad I brought them. I told you about giving to the Rinell's. I also let Mrs.Eisenberg, Refugee Treas. get clothes for her whole family; she sent another family who were in great need-Miss Matleer, the Danish lady in the Presbyterian Mission was badly in need; a C.I.M. family also came. I have opened two trunks and the duffel bag for distribution so far. If I don't succeed in getting to Tsining before Xmas, and it is pretty certain I won't, I will open the other trunk and distribute it all. I don't want to hold any over. The good we have already been able to do is worth a hundred times over what it cost. It has proven a fine idea and I know the Lord put it in my heart and mind. For the Chinese, cloth and cotton would be a lot more suitable than old clothes. Of course that is harder to get, for that takes money.

I have been in a quandary what to do with the Larson's floors in dining and living room. They are in terrible shape as to color. Even scraping with glass doesn't do much good and if I have them replaned, I fear I can't get proper finishing paints. It looks like there is nothing left to do but plane them. They have painted the hall floor real dark and I would hate to see the living room done that way. I want to move in without waiting, so have told the carpenter to plane

the dining room and leave the living room to be used. I don't have enough wax to do it all, I fear. I only have two glass jars. That is an item we must get Larson to bring to replace ours, as we can't buy it here.

If you hear of anyone coming out, tell them to bring plenty of cash. So far bank drafts and traveler checks are no good. Also let them bring plenty of all staple supplies- even flour. Because everything is sky high here. A dollar doesn't mean anything.

In pressing the Jap Consul to find Larson's things, on the strength that I needed to use his dishes and cook things, the Consul told me to submit a list of dishes, etc. needed and he might be able to supply me from stocks he had in hand. I presented a list and got some of the things. They handed me a box which they say has a set of dishes in it. I will open it tomorrow and see if there are any broken. Its not a bad looking set. It was too dark to see well; I will go back tomorrow and get silver ware-they have what the Grand Hotel used- just white metal, not silver. I am trying to get a dozen of every- thing so they will have enough to use when company comes.

A group of marines have gotten greatly interested in a little girl living near their place and want to put her in some school or orphanage. They want me to come out tomorrow and look her over and have lunhh with them. Pastor Wang isn't very enthusiastic on the subject. Like most Chinese he feels they are too many complications about such charity. They don't like to take the trouble for strangers. He says "who knows what kind of a home she has been raised in", as though they would want to take her if her home was O.K.

I didn't get much from the Japs but the one set of dishes. Three dinner plates, 2 soup plates and bread and butter plates and a vegetable dish were broken out of the set. I had to replace the broken ones with odd pieces. I got a dozen each of two sizes of forks and dinner knives, 12 small knives like dessert knives and six fruit knives, not in good condition. Anyhow, we can eat with them. I got an odd assortment of spoons that are only fit for kitchen use. I suppose the Larsons have their good silver. I have no kitchen equip- ment. That will have to be bought, I guess. I'm anxious to get moved in so I can be at home to the boys. It will be lonesome to leave the group here, however.

Dec.6,1945

How the time does fly. I never seem to get anything done before the day is over. I had located Larsons piano at the Naval (Si Ling Pu' down by the harbor station. Mr. Reinbrecht had gotten trace of it and gave me an address but it was wrong. I then went to Naval headquarters on Kwan Tao (extension of Shantung rd)and asked them about it. They were the most friendly folks one ever met and told me that the piano was at the other place and if I would come back the next morning, they would take me there and get it. So I went there right after breakfast and we found the piano. I rushed back home and got the cook and sent him out to get a car. I attended to a number of affairs and then caught up with them just as they had the piano

loaded. We brought it here and installed it in the living room. I then had an extra piano on hand, the one I had gotten from the Japs, so I had the same cart carry the Jap piano out to mother's house and hung onto it for her. Its not as nice as her piano, but much nicer, than none. The boys there were right glad to see it as one can make music out of it. I stayed and visited quite a while with them and told about the radios I had gotten from the Japs. One of the boys is quite expert with the radio, so they told me to bring it out and they would fix it for me. I took it out today. It is an R.C.A. small table model. The Long Wave is all right. I want him to see if the short wave can be fixed. I left it there with them.

You asked about sugar. I was able to get a little street sugar - damp and diluted with flour - at $2500.00 per lb. However, the boys on the boat settled my sugar problem for awhile. Also my coffee, flour and bean problem. Meat can be bought on the street without too much difficulty through everything is very expensive. I believe I told you that I got a set of dishes and some poor silverwear (few spoons) and four light Jap aluminum stew pans - small sizes - out of the Japanese. They are also making a cook stove. I bought a couple of heavier alumrinum kettles and a covered enameled stew pan on the street. So I can get along with the cooking. I have no bread or cake pans, and very little else to work with in the kitchen. No such thing as egg beater, big spoons or the dozen and one other things one uses in a kitchen.

You say that many people ask what can be done to help. Foodstuffs and clothing are the important thing. I sure wish I had a lot of cloth and cotton right now. So many are without clothing and it is so expensive to buy. I have given out quite a large amount of money in relief already. It takes twenty dollars U.S.money to start relieving a person, half of it for a coat and half for a month's food. Things are so high that it takes a lot of money.

Some UNRRA supplies have reached Shanghai but not here. That arrival in Shanghai has driven prices down a little bit here during this week. Last week, prices just soared and soared. I think a sack of flour can be had for seven or eight dollars instead of ten dollars as last week. Millet went to over $500. per lb but went back to $300 this week.

Helen Mac and Dr.Gault have remained in the camp trying to rehabilitate the property there till other Missionaries come. Mr.Davies was with them but made a trip down here and got stuck when the railway was broken so the two girls are there alone. I am most anxious to hear from them but have been unable to hear. I think the railway will be open again within a few days, and maybe we can hear or I may send some one up there. Ding K'i Sheng tried to get back with news from Tsining but the broken railway interfered.

I haven't made a trip to Iltus Hock to see the Eames and D'Olive houses. I was out to the Rinell's getting Miss Moody's beds to use but the truck was well loaded, being a light one, and the roads around that way washed badly, so we didn't drive by as I would have liked to have done. They have been looted of furniture but the

houses were all right at last reports. Japs lived in them and when they left, the Chinese from the village came in and looted everything.

I had a letter from Dr.Rankin yesterday. He says that it is hard to get passports for Shantung. It shouldn't be for Tsingtao, however. He mentioned several going to Central and south China but didn't mention the Larson's. Gene had written Chaplain Forsythe that the Larsons would be starting back within a couple of weeks. I am hoping they will soon be coming, but hope even more that you and Sox and Darlyne will be coming too. We could do a fine work among the Marines and Sailors if you were here and it is badly needed. These boys are getting a poor impression of China just like the Chinese get a poor impression of our navy when it comes to town and the boys get drunk all over the town. Most of the boys are meeting the dregs of Chinese life; prostitutes, beggars and thieves, who are all diligent to ply their trade on these spend thrift Americans. They don't meet the real Chinese. On the boat night before last, the Captain said to me, "You should visit every ship in harbor and tell our people what you have told us tonight for we have gotten the wrong impression of China by looking at the dregs that we see hanging about us." They were so appreciative of the information I could give them.

Each day, I see truck loads of Jap soldiers and civilians being taken to the wharf for repatriation. Quite a large group have been taken out, though we can hardly miss them yet. There are still plenty of them here and they are perfectly free..

The Wieneckes have had a mighty hard time. The two old folks moved to their farm. But they have lost practically everything they have in the way of money. Even their bean oil mill is gone. They have had a hard life. So far as can be learned, they haven't been looted or anything like that, so the things they have of ours are probably safe. I wouldn't be surprised but what they have eaten up our silver shoes, however as they have been mighty hard-up. I keep hoping that someone from Tsining will get through soon so we can get more information.

Mr.Eschelman of the Methodist Mission in Peking & Tientsin is on a boat here at the docks. He visited me and had supper here tonight. He left Frisco 40 days ago enroute to Peking. When his boat gets thru unloading its liquor, they will go on to Peking. Boats are so busy bringing beer and whiskey that they don't have time to bring food. Many of the boys still live on field rations or they buy Chinese supplies and deplete the local stores, so the local populace has to pay too highx for food. Many boys wish they could have less beer and better fresh food.

Dec.11,1945

Its not too easy to get coastal vessels yet. It may improve later. Of course she could fly to Tsinan from Shanghai, but she couldn't take say stuff, If she is carrying a car, she had better come here. Sunday evening Charlie and I sat here by the fire till nearly eight talking things over and then went to the reception after the vesper service at the German church. Later he went to see Mrs.Rouse and daughter of

Chefoo, who are staying with Mrs Harris in Dr.Smidt's house - Dr. Wiescher's old place near where George used to live.

A letter came from Pastor Tai on Friday. He is in Tsinan, trying to get here. As the Railway was broken he sent a letter down by a friend coming on a chinese plane, and gave me agreat deal of information, most of which I already knew. He told about the Japs tearing down the Kindergarten building and building a "pine fang" in its place; also about the eleven chien of buildings on the south and the use of our guests rooms along the street as kitchens. He says the inner walls are practically all torn out and most of the small buildings in bad shape and greatly changed. He says the church has suffered minor damage and our house also suffered minor damage so far, though he hasn't been inside. Pastor Feng was inside once. He said that it will take piles of money to get the compound repaired and many things need attending to urgently. So he hopes I can quickly get there or send some repair money to them.

His letter relieves me on one point. We were afraid that the Communists might have gotten control of Tsining. That is not so. It is in the hands of government forces. Tai urges that I send a letter to the Germans and let the Chinese take our things from them as things are not safe in their hands, he says. Their future is uncertain.

So I was well supplied with mail. I will be glad to talk to the Marine group for I feel that is one of the main things the Lord is holding me in Tsingtao for. If I can make them see the value of Missions it will mean much as they return to the homeland.

Nov.6,1945

We are here in Tsingtao surrounded on every side by American Marines and officers, who are the most courteous and accommodating men you have ever met. They have extended to us every courtesy and helped us in so many ways. One sees only politeness and kindliness on every side. Chinese swarm around the boys all over the streets so that sometimes traffic becomes jammed but no one cares. Gone is the old militaristic spirit and fear of soldiers. Peace reigns in the city. Food supplies seem plentiful and every one is working frantically to bring order out of the chaos left by the former regime. American houses are being evacuated and many of them being renovated at Japanese expense. Stolen furniture is being collected so people can claim their own. Now is the time our missionary force should be here for the opportunity is ripe to reopen our work. Tsingtao presents a wonderful opportunity for the beginning of a new missionary enterprise. With the proper force work for Chinese c n be started in many sections and work among our boys is desperately needed. If we only had a few missionary homes with wives to help. We could do wonders for the boys. Let wives and families come quickly. This city is perfectly safe for women and children. This city can also furnish a beachhead to reopen work in the interior.

The story is a little different with our interior cities at the present moment. National Troops have not arrived and the whole interior is largely in the hands of bandits and communists - irregulars. The railroads are broken in several places and it is practically impossible to get to interior stations at the present writing. German Catholics are being driven out of the interior by these bandits and some are suffering. Things are too unsettled and communications are disrupted so that at present we will have to remain in Tsingtao. I expect to set up housekeeping in our Mission house till the Larsons arrive. We will also see that the Publication Society house is placed in order for occupancy and hope others will arrive soon to occupy it. Abernathy and Culpepper are in Shanghai and we hope they will both be released in December to come north. Tsinan can be reached by air and will probably be safe.

Now as to the condition of our Mission property. The Lord has sent Christian leaders from the various stations here so as to give us late news as to conditions.

Tsingtao. Our property is in fairly good condition. Just needs redecorating and refinishing. No major repairs necessary. All houses are bare of course - furniture gone. The church has been used by the local congregation and has not suffered.

Pingtu. Misses Caldwell's & Ray's home is in good conditon except for the glass being broken from all windows. No serious damage. The Parker house and Sears house are both in fair condition.

The other residences have suffered more many doors as well as windows being missing. The school buildings have suffered the greatest damage - doors and windows gone, and even floors of some buildings have been torn up and burned - though not all of them. All buildings have been stripped of every movable thing.

Chefoo. Church building is all right. The Boys School buildings are used by government schools. The Pastor was forced to vacate and secure residence elsewhere. The girls school and residence buildings are in bad shape. Most of the doors, windows and floors are gone though the ~~xxxxxx~~ buildings walls are unharmed. Report on Hwanghsien and Chefoo given by Tsang T'ien Hsiang.

Tsinan. East half of compound still occupied by Japanese, so can get no particulars. That means the residences are still in not too bad shape. The west half of the compound is filled with refugees. The church is being used by our local church and Pastor Want is living in the Woman's Bible School. I believe at least he lives in a building south of the church. The church inside the city under Mr.T'ong has functioned without interruption and I think the Kwan I Chiai church has also functioned but am not positive. I think we can soon visit Tsinan.

Tsining. The Japanese Special Affairs Bureau left our compound in the late spring. The Church thought they would be given the

building, but Japanese soldiers later occupied the property and are still there at last report, so have no definite information except hearsay. The church building hadn't suffered too much before the soldiers went in but we can't say what they have done. The Connely residence is reported in bad shape; radiators, furnace, plumbing, etc. have been ripped out. Doors and windows and even floors have been pretty well destroyed, so reports say. Pastor Tai still carries on the church work from buildings across the street, just as when we left. We have no definite word from the country except that Pastor Ren left the ChuYie Field and is in Tsinanfu. His son is still on the Chu Yie field carrying on, we understand. We hope to get more detailed reports later as Mr. Ting Ch'i Send of Tsining is here and is going back to get someone to come here to report.

The railroad between Tsingtao and Tsinan is broken but reports say it will reopen tomorrow. Trains ran yesterday over halfway. However the condition of the railway south of Tsinan and Taian is worse. It is broken in several places. The railroad from Yenchow to Tsining has been completely destroyed by the Japanese and the rails removed to build a railway leading from Tsangkow (near Tsingtao) to the mountain Lao Shan, where, after the fall of Germany, the Japanese were preparing caves for a stand like in the Pacific islands.

Communist-bandit armies seem to be in charge of all that section of the country. German Catholic priests have arrived from central Shantung (I Chow), forced out by the communists. They report that Yenchow has been taken and that they plan to take Tsining. No one knows what has happened to the Germans in those places yet, as no authentic reports have been received. It looks bad for the German Catholics until the Nationalist forces can arrive.

Conditions are very bad throughout the country because of these disturbed conditions and will remain so for some time, till the Nationalist armies can come in and take charge. Until that time, we cannot go interior. People are suffering terribly because of the demands of these bandit hordes. Harvests were good and under normal conditions, they would have had enough to eat, but the bandits take all the people have. Clothing and cloth are very, very scarce as no supplies have been available for a long time.

Money is in bad shape. One U.S.dollar brings from $2700 to $4500 of this local money. Strange to say a week ago the latter figure prevailed. Now the former prevails - yesterday they quote $2800. American sailors and marines spend money like water and hundreds of thousands of American dollars have gone into Chinese hands. That probably accounts for the drop. Chinese National currency is quoted at $1.00 C.N.C. to $10 local currency here but only $5 in Tsinan. We paid $600 for a short rickshaw ride.

All Japanese shpps are closed and most of them have been turned into a bar to entice American boys. Bars must be numbered by the hundreds. It looks like nine tenths of the business houses are bars. The boys are required to be in barracks by seven P.M. so we haven't seen much drunkenness I am happy to report.

The city of Tsingtao is filthier than ever known in its history. People say that conditions are not as bad as they were before the war ended. Piles of rubble and filth cover parkways and sidewalks. Street paving is in bad condition. The water and light plants still function however so living conditions are not bad, though there may be some coal shortage. It's suprising how good the markets are. Food supplies are plentiful.

We feel very strongly that there is a golden opportunity for our missionaries at the present time here in Tsingtao and would urge that men and women both come. Even though at this writing it would be impossible to enter our Interior stations, that opportunity may open sooner than w might expect. Even if it doesn't, Tsingtao presents a great opportunity for Christian missionaries both among the many sections of this great city and among American soldiers (Marines and sailors). It seems to us that there is opportunity for unlimited work here as long as we have such conditions as at present. We have safety, food, and hordes of unsaved people. With this as a bridgehead, we will be ready to go interior whenever opportunity offers. In the meantime, our interior Christians can contact us and with our presence here, their hearts will be encouraged and the Chinese Christian church will rise up for a new day.

The Japanese organized Union church here in this city has already declared itself out of existence. The local churches will carry on as usual. None of them ever ceased functioning. Our Baptist people remained true.

Fresh food stuffs seem plentiful but canned goods will be scarce for awhile. We suggest those coming out bring cases of canned fruits and vegetables etc. Uncertain exchange out here will make prices of them undertain.

Dec.20

They hope they have found a little black market gas at $2.00 per gallon. That is a pretty steep price but they must buy it at any price otherwise they can't get home.

Irene Station (Ching Lan ph

I am now in possessinn of a car. I have repossessed the Parker's car or what is left of it. Some time ago I had made a list of the numbers of each of our cars from the Tsingtao Auto License Bureau. I turned that list over to the quartermaster's office asking if they had any records. They didn't but turned it over to the Chinese War Transportation Board. I went there day before yesterday and after much palaver they told me that they knew where one car was but didn't want to tell me till they had completed the registration of all cars in Tsingtao, so they could locate all station cars at once. If they gave me the information before all cars had registered the others might get scared and hide the stolen cars. After a long palaver he agreed to tell me who had the car on condition I wouldn't

let it be known that I had gotten ~~xxx~~ my information from them. So he gave me the name and address of the Chinese a local guerrilla connection.

I went that afternoon hoping to see the car and then claim it. I didn't locate it in sight before I was located, so told the Chinese I came to see the boss, a Mr.Chi. I was finally led to a man supposedly Mr.Chi, but not really. I told him that a friend had seen our Mission Car in his possession and I had come to claim it and also assured him that he wasn't responsible for anything as the stealing was done by the Japs, etc, etc. He acknowledged that a friend stored a car there at night and agreed after a long conversation to have the car there the next morn at eight, if I would come back. As I left his 2d floor office, I discovered a warehouse door open and decided to have a look There were scales inside, so I told the fellow inside that I wanted to weigh. He was greatly interested in weighing me. I was more than greatly interested in seeing Parker's car over to one side. So I inspected it thoroughly and announced to the several who had gathered around that the car belonged to our Mission and that I would be back to claim it the next morning. I decided it would be better not to make the man lose fact by confronting him with his lie. Having seen it, I didn't think he would dare try to hide it.

I took Chao Sin Sien with me the next day, knowing it would be well to have a responsible Chinese to quiet their fears and give legality to the proceeding. When we got there, Mr.Chi wasn't there and probably wouldn't be before the P.M. The car was gone; the dozen people in the office acted like they had pulled off a good one. So I cracked down on them hard. I told them they were in possession of a stolen car; they had gotten it from Japs which made them liable to accusation as traitors, etc. If they wanted trouble I was prepared to give them trouble but as a Christian I preferred to do it all in a friendly manner. After delivering my ultimatum I walked out leaving Mr.Chao to finish the conversation. After staying out a few minutes I went back and the atmosphere had changed. They commenced telephoning for the car and before long it was returned. The fellow who was in charge was most polite and accommodating. Later he asked leave to borrow it for the day as he had a number of important affairs on hand, so I magnamously loaned him the car and he brought it to the church.

Dec.15

Nothing new has happened here the past few days. I get over here at 9 each morning and stay till five or six. I kill so much time running around for a bicycle take time and Tsingtao is a big place. I sure have a hankering for a car. John said Jewell was bringing a car out, but a letter for him came to Chaplain Hamerson here and she isn't counting on bringing it with her, but hopes it can be shipped later. She said that she had had your letter telling the things that I had suggested bringing, beds, canned goods, etc. But she thought they could get along without them. Of course, one can, by paying twice as much for half as little. But I don't see anything gained by doing that. If good things can be had from home at half the price we would pay for a little of nothing out here, one might just as well have the good, is my idea.

Dec.26,1945

We got up late Xmas morning and I went to the LST #720 about 10. They had a little service and tree for the men and I preached and then had dinner with them. I spent the P.M. chatting with them and making a tour of the ship. They said they would have ice cream and I thought they would have cake with it so I accepted their invitation to supper. We had turkey sandwich, dressing, peas, potatoes and apricots for desert - no ice cream. Every unit I have heard of had ice cream but not us. As soon as supper was over, two of the men came back with me for a social evening at the Rieders. There were eight Marines there when we arrived so we had a good social evening together till midnight. We played games, etc.

The Rieders do a fine job of keeping open house for all these folks. It is a wonderful thing for these boys to have a Christian home to spend the evening in instead of going to bad houses. I don't know of a finer work. They get repaid in part by the boys bringing them many many presents from their stores. While not a full repayment they get things they never would get to buy and that makes them happy. Elizabeth remarked once tonight, "I hope the Marines never leave Tsingtao". So both sides gain but the contribution made by these four Swiss friends is far greater than what they receive. Its the greatest Missionary work they have ever done, I think.

All rose late this morn. It was eight before the boy brought my wash water and ever then I had to wait some time for breakfast. After breakfast I went to the church, then to two Military headquarters about the San Fang Chapel and Mr. Lu.

Marine and Navy visitors commenced arriving before I returned so I entertained these visitors from two till 4:30. Then the Navy officer who had me on his boat for Xmas came rushing in asking if I could use any wood boxes. Foolish question. He was on duty on his ship and saw the ship next to him start to throw a dozen big boxes away. He asked for them, borrowed a truck and delivered them to our door. We unloaded the truck in a hurry as he had to rush back and I now have the boards of these good boxes.

I had supper with the Rieders again tonight. Two Marines came in while we were eating. These same two fellows came there every night. One would be dead drunk every night on the street if he didn't come in there. He is greatly impressed by such company as he has never associated with like company in his life before and he is sure enjoying it. He's from South Carolina and is part Indian and about as coarse as one usually sees, but he is certainly improving. The Rieder's couldn't understand him at first as his language is mostly slang and bad grammer. Now they understand him O.K.

Exchange Dec. 28

F R B $5600

C N C $1120

Bread U.S. 55¢ a loaf

Bethel, Kansas.
Saturday, the 3rd.'45.

Dear Miss Forsythe:

If you will pardon my using the typewriter, I'll answer your letter. It was quite a coincidence - the very day your letter came with return address, I was thinking of calling Miss McCain (or McKean, I never know how she spells her name!) to see if she could tell us your Chicago address.

All our women will be so glad to hear from you - they enjoyed having you with us for those few hours, and I am convinced much good has already resulted. Our offering that day was twelve dollars even - much more

than is customary. To me you were just a lovely, fresh breeze, stirring the stagnant waters. I expect to do all within my weak power to see that this interest brings forth some fruit. As we pray for you and the big tasks ahead, will you not remember us here - I am very sure you will, from time to time.

The five dollars enclosed is for you personally - so many spoke to me of how they wished to show you some little appreciation for your generous giving of yourself to us. We thought of buying something for you, but decided it would be best to permit you to do your own choosing!

Tuesday night, Mr.Webb and I leave for California to see our eldest son before he departs once more for over

seas. We cannot feel exactly at ease untill this war is over and are praying, in God's mercy and love for us all, that it may be very soon.

With love and best wishes always,

Sincerely yours,

Lucian Webb

Rus. M.C. Webb

Jan. 22, 1946

Dear Friend,

How sweet to hear from you - especially when we realize your full days.

It was a joy to us to learn to know you during your stay at the O'neils (we loved them very much).

You'll be interested to know that a week ago, on a Sunday eve, our Pioneers asked to sing "Unafraid". So last Sunday eve I took the music to our meeting. One of the members of our elder group came in & said, "Do you know I caught myself singing that song while studying, the other day". So it took.

Our young people have asked if, after you arrive back in

China, you would write ~~asking~~ telling them of China as it will be when you arrive there?

Thank you for Bob's Chinese - he loves it! And for your remembering about Dick's future. We're hoping it's work for the Lord.

The car is still in the garage awaiting the decision of the insurance Company.

And you'll enjoy knowing our Protestant boy (of our Catholic-Jew-Protestant called Dick) called home Thursday eve. He's landed safely after 20 months in Belgium, Holland, France, England and on to Okinawa & to survive both typhoons. He said, "Take care of yourself and dad till I get home Mom"; which will be this week.

Our roses are going to bulge a bit - what with a new grand child arriving just any

day - it's Daddy due to arrive home any day. Carol now knows has "adopted" us and will be home this week "to live and attend college". But they are happy bulges.

Lyle made his other trip safely & is now in Springfield, Md. Will return tomorrow eve.

Think you'll enjoy this poem. Had five women out to see our baby gowns, for the newly in Europe today. Carol O'Neil came in with more material.

Her car failed to start as she was homeward bound. So - all five women donned galoshes & scarfs & pushed. I mean pushed! And after el-

most a block the car took
hold. Jane (our daughter-in-law)
said she wished she'd had a
film - - !

May you have a safe trip
to the Orient + may you have
rich daily blessings for all
your wonderful work.

God's richest blessings -

Most Sincerely,

Gladys
Lyle
Dick
Bob
} Hill

CABLE ADDRESS "INCULCATE, NEW YORK"

TELEPHONE WATKINS 9-2000

THE BOARD OF FOREIGN MISSIONS
OF THE PRESBYTERIAN CHURCH IN THE
UNITED STATES OF AMERICA
156 FIFTH AVENUE
NEW YORK 10. N. Y.

OFFICE OF SECRETARY

January 24, 1946

Miss F. Irene Forsythe,
645 Ontario,
Oak Park, Illinois.

Dear Irene:

Thank you very much for sharing with me the letters from Mr. Connely, which I am returning. Mr. Van Deusen has just been in the office this morning, sharing with me the latest letters from Mrs. Fay. I wonder if you had heard of the tragic death of her daughter, who was shot by the Chinese police in connection with a student demonstration. You will be glad to know that the Emergency Executive Committee has sent Deane Walter and Roy Lanning to Tsingtao to help straighten out the situation and to aid Mrs. Fay. I assume that they are now in Tsingtao. Mr. Lanning will be there temporarily, but Deane Walter will probably stay for some time.

I shall be glad to write to Mr. Davies' brother, suggesting the possibility of sending out to him through you items of wearing apparel. I do not know of any intimate friends of Miss Madelaire to whom I can write on her behalf. We have no used clothing left here at our offices from the second Gripsholm. However, there is no objection to your making a request in any of the women's societies where you have an opportunity to speak for such used clothing, which you would be able to take out with you for use in relief work. Our Board will be glad to pay any shipping charges in connection with the sending of such used clothing to Tsingtao.

Personally, I would not advise the consideration of a car until the situation in China becomes clearer. There will be no possibility of getting it to Tsingtao at present and the problem of storage would be a serious one. You will be glad to know that the transportation situation is greatly improved, and we are informed that after the middle of February there will be regular sailings from the Pacific Coast to China. If your passport comes through promptly, I should think we could clear you for sailing in March. Our Travel Department will keep you advised.

Very sincerely yours,

Lloyd S. Ruland

Lloyd S. Ruland

LSR:MT

Freight
Authorization

THE FIRST PRESBYTERIAN CHURCH
BELOIT
WISCONSIN

LELAND W. KUNS
MINISTER

February 21, 1946.

Dear Irene,

Thank you for your sweet letter. But we like to think we were the ones who profited most by you all to short visit with us here in Beloit. You seem like one of the family now and we intend to not let you forget us. I have instructed several who have said they had clothing to send it directly to you. I am getting a package together the first part of next week to send. I hope it will get to you in time. The young people have $25 they wish to send to you which they will get off right away.

We were so sorry to hear that you had to go through another accident. But your life is in God's hands and nothing can ever seperate you long from "the harvest." I shall not forget to hold you up at The Mercy Seat and I know you will remember me too. I thank God for bringing us together and I hope some day to do a real job of evangalizing our people here for missions. You gave us so much to remember as we work together here for this awakening. My goal is the support of a full-time missionary.

Ruba joins me in loving wishes for a safe trip and speedy re-establishment in your work.

Your friends in ~~Christ~~ Jesus our Lord,

Lee + Ruba

March 6, 1946

Dearest Aunt Irene:

Thank you for the two post cards. I can imagine, with a vivid picture,what a big mess three tons of "junks" will make to Dr. Achor's church basement. I wonder just how you are going to bring all those things to China! I am very glad that you have brought the cloth. It was very kind of you; and I certainly appreciate your doing so. Hope it didn't give you too much inconvenience. Do you know definitely yet when you will start to leave for China?

Last semester perhaps I received the best grades than I ever had. I carried a maximum load of 15 semester hours that a graduate student is allowed to take. I got A in 12 semester hours and B in 3 semester hours. There is no merit of mine but His. Praise His name. It was indeed remarkable! Let us think in term of this way: say suppose I had these kinds of marks while I was in Wheaton College, during the honor roll call in chapel I would come up either first or second in the whole class. As a matter of fact that competition is keener in graduate school than in college days. All in all, we want to thank Him for what He has done.

I have been asked to be graduate assistant again starting this summer. Summer school will last for eight weeks. During the second week of August, ~~I~~ We are going to have a field course in Black Hills for five and half weeks. Actually I don't need the credit, but all graduate students are required to have it for experience. I will have 78 semester hours of credit at the end of this semester already; and theoretically I only have 12 more hours to go to make the 90 hours which required for Ph.D. The teacher that has been away, will be back definitely this summer. By the end of this summer I ought to finish my research for doctor's desertation, including put to written form; and next year I will take all the courses, no research. Plan to come up for my degree either in February or June or next year. All for now

Much love

Paul

ps. please give my best regard to Dr. and Mrs. Achor

EADS TRANSFER & STORAGE CO.
1115 N.E. Broadway WE. 2556
Portland 12, Oregon

RECEIPT

Date 3/12/46 19

Please Return to Customer

Received From Irene Forsythe No. 7372

Address

Three Hundred & Ten and 00/100 Dollars ($ 310.00)

For Packing & Crating Goods
for China Shipment

Eads Transfer Co

How Paid	Balance Due	
Cash		By Virgil Calavan

FORM NO. 55-D

SUNSET-McKEE SALESBOOK CO. — OAKLAND, LOS ANGELES, SPOKANE 22514

Original Freight Bill

CONSOLIDATED FREIGHTWAYS, INC.

MENTION THIS PRO NUMBER WHEN REMITTING
PRO. NO. 1 22311

Please Return to Irene Forsythe

1

Consignee IRENE FORSYTHE, BLDG NO 6, NAVAL SUPPLY DEPOT SEATTLE WN
PHONE SENECA 4352

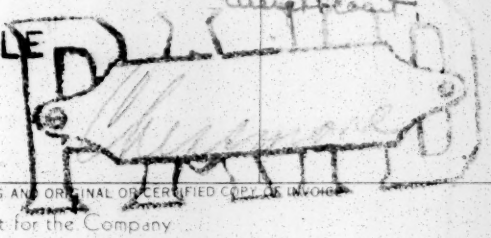
Shipper IRENE FORSYTHE 1115 N E BROADWAY PORTLAND, ORE.

Origin Date 3 12 46MF

Route SR

NO. PIECES	DESCRIPTION OF ARTICLES AND MARKS	WEIGHT	RATE	CHARGES
4	CRATES FURNITURE	400		
1	TRUNK	200-600	88	5 28
~~29~~ ~~28~~	BOXES CLOTHING	17250	77	132 83
		17850		138 11
~~33~~ 34	DELY CHGE 2 MEN 4 HRS AT $2.63 PER HR.....			21 04
	34 pcs Correct Total pcs phone Call from Eads Sept 3/12/46	- 700		159 15
	REL VALUE 10 CT PER LB PER ARTICLE			PREPAID

one box still missing in warehouse



CLAIMS SHOULD BE FILED PROMPTLY AFTER DELIVERY OF GOODS AND MUST BE ACCOMPANIED BY ORIGINAL FREIGHT BILL BILL OF LADING AND ORIGINAL OR CERTIFIED COPY OF INVOICE

FORM 81 (P)

	COLLECT	PREPAID
ADVANCE	$	$
CONSOLIDATED REVENUE	$	$
BEYOND CHARGES	$	$

Rec'd Payment for the Company Date

BY / / 194

I.C.C. REGULATIONS REQUIRE PAYMENT OF FREIGHT BILLS COVERING INTERSTATE SHIPMENTS WITHIN 7 DAYS AFTER PRESENTATION

1

WU 46 12 MAR 1 1946 C/E

Miss Forsythe. 3/13/46

Shipment Checked in at Seattle today as follows. 4 Crates, 1 Trunk and 30 Boxes.

Jacob Schanke

RECEIVED

MAR 13 9 52 AM '46

NAVAL SUPPLY DEPOT
SEATTLE, WASH.

NAVAL SUPPLY DEPOT
SEATTLE, 14, WASHINGTON

March 19, 1946
Pier 48

Miss Irene Forsythe
710 Jefferson Street
Oregon City, Oregon

Dear Madam:

Yours of March 18, addressed to Mr. John Schanke C/O Cargo Operations Naval Supply Depot Seattle, was handed to me for reply.

Shipment as received from Consolidated Freightways truck checked as follows:

29 Boxes
1 Box (with Chinese characters)
1 Trunk
4 Crates
35 Pcs. Total Stowed #4 T/D

The steamer Cape Bon cleared from Seattle at 1:00 P.M. today.

It is to be regretted that we are unable to definetly state wheather the small box of books you refer too was in the lot.

Yours truly,

R.C. SCHANK

RCS/
js

Enclosure

(Uniform Domestic Straight Bill of Lading, National Motor Freight Classification No. 5, Effective Dec. 31, 1940.)

UNIFORM STRAIGHT BILL OF LADING

ORIGINAL—NOT NEGOTIABLE—DOMESTIC

Shipper's No. _____

Agent's No. _____

CONSOLIDATED **FREIGHTWAYS**, INC.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

From Irene Forsythe, Date 3/17/ 194 6

At 1115 NE Broadway Street, Portland City, Oregon State

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as shown below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own railroad, water line, highway route or routes, or within the territory of its highway operations, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consigned to Irene Forsythe, Bldg No. 6, Street Naval Supply Depot.

Destination Seattle State of Washington County of King

Routing Phone Seneca 4356

Delivering Carrier _____ Vehicle or Car Initial _____ No. _____

Collect On Delivery $_____ and remit to: _____

Street _____ City _____ State

C.O.D. charge to be paid by: Shipper ☐ Consignee ☐

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*Wgt. (Sub. to Correct.)	Class or Rate	Check Column
4	Crates Furniture			
1	Trunk			
28	Boxes P.E.			
	Counted & 29 Boxes per Actual Count			
1				

C. O. D.
EADS TRANSFER & STORAGE CO.
1115 N.E. Broadway WE. 2596
$

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of Consignor.)

If charges are to be prepaid write or stamp here "To be Prepaid."

Received $_____ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier

Per _____

(The signature here acknowledges only the amount prepaid.)

Charges Advanced:

$_____

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."
NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding Nothing per article

Shipper: Irene Forsythe

Per Virgil Calaway

Agent C F

Per _____

Permanent postoffice address of Shipper: _____ Street _____ City _____ State

SIGNATURES BY INITIALS ONLY NOT ACCEPTED, OR PRINTED SIGNATURES UNLESS SUBSIGNED WITH FULL NAME OF SHIPPER'S REPRESENTATIVE.

Form 32 MADE BY SUNSET-McKEE COMPANY (This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

CONTRACT TERMS AND CONDITIONS

SEC. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the Act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time (if any) allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes. Except in case of carrier's negligence, no carrier or party in possession of all or any of the property herein described shall be liable for delay caused by highway obstruction, faulty or impassable highway, or lack of capacity of any highway, bridge or ferry, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

SEC. 2. (a) No carrier is bound to transport said property by any particular schedule, train, vehicle or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, or carrier in possession of the property when the loss, damage, injury or delay occurred, within nine months after delivery of the property (or, in the case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance: PROVIDED, That the carrier reimburse the claimant for the premium paid thereon.

SEC. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

SEC. 4. (a) Property not removed by the party entitled to receive it within the free time (if any) allowed by tariffs, lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, or property not received, at time tender of delivery of the property to the party entitled to receive it has been made, may be kept in vessel, vehicle, car, depot, warehouse or place of business of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the point of delivery or other available point, or if no such warehouse is available at point of delivery or at other available point, then in other available storage facility, at the cost of the owner and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage. In the event consignee cannot be found at address given for delivery, then in that event, notice of the placing of such goods in warehouse shall be mailed to the address given for delivery and mailed to any other address given on the bill of lading for notification, showing the warehouse in which such property has been placed, subject to the provisions of this paragraph.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it upon tender of delivery, or said consignee or party entitled to receive it fails to receive or claim it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier:

PROVIDED, That the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published. PROVIDED, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: PROVIDED, That if time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, landing or other place at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars, vehicles or vessels or until loaded into cars, vehicles or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharfs, landings, or other places shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels, or if property is transported in motor vehicle trailers or semi-trailers, until such trailers or semi-trailers are attached to and after they are detached from power units. Where a carrier is directed to unload or deliver property transported by motor vehicle at a particular location where consignee or consignee's agent is not regularly located, the risk after unloading, or delivery, shall be that of the owner.

SEC. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

SEC. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

SEC. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges. PROVIDED, That, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

SEC. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

SEC. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of the Congress of the United States, approved on February 13, 1893, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General Average shall be payable according to the York-Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered thereby according to the laws and usages of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of carriers other than water.

SEC. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

STATEMENT OF FACTS CONCERNING THE SHIPPING OF RELIEF MATERIAL

SUMMARY

35 Pieces - Actual and estimated consigned to Eads.
36 Pieces - Packed by Eads.
33 " - At first consigned to Consolidated Freightways.
34 " - Corrected Total after one box was found and sent to catch original 33.
35 " - Actually received by the Navy.
1 " - Missing box.

THE DETAILS FOLLOW:

The Eads Transfer and Storage Co., of 1115 N. E. Broadway, Portland, Oregon, packed the articles given for Chinese Relief, at the Presbyterian Church, Oregon City, Oregon, March 12, 1946.

Since more boxes were needed to pack the things than were originally estimated, and they were trying to get them off to Seattle the next morning, Mr. Ralph Evans, decided to move everything to Portland to complete them there where he had lumber available. Some of the boxes were completed with the lids nailed on, others had only one or two boards on the tops. Also, there was bedding which Mr. Evans estimated would fill two big packing boxes, and gunny sack of cotton and a small carton of little pillows to be included. The bedding and the things to be crated, and boxes, all were taken to Portland.

At 3 A. M. March 13th, Mr. Evans and I went over the notebook list itemizing by number as I wrote them and pointed out the various articles. I paid him $ 310.00 for the total bill including a tip for the men.

CONSIGNED TO HIM WERE THE FOLLOWING:

27 big packing boxes
1 square box of books
1 box which had Chinese characters on it
1 single folding single bed
1 small coal stove and stovepipe
1 trunk
1 loveseat and 2 chairs
2 estimated big boxes for the bedding, cotton, and pillows which were loose.
35 Total - estimated and actual.

The list of the contents of the boxes (separate) is suggestive of the place of the building and of the main articles, not itemized.

Dr. and Mrs. Achor and I left after 3 A. M. but saw the last things being moved out about 7:30 that morning.

That noon and afternoon I went to the office of Consolidated Freightways to prepay the shipping charges. I was given the enclosed bill listing:

4 crates
1 trunk
28 boxes or a total of 33 pieces. I protested at once that the number was short and called the Eads Company. The man who had made and packed the boxes was called to talk to me. He said that he had packed the bedding into two big boxes and explained the 4 crates as:

1 crate - chairs and loveseat
1 crate - stove and stovepipe
1 " - bed
1 " - gunny sack of cotton and carton of pillows
4 crates

That they had put the cotton and pillows in the separate crate increased the total from 35 as original to 36. In checking over the things he said that he was sure that the box with the Chinese characters and the box of books were loaded. I insisted that 3 boxes were missing. Later, as I was paying the bill, the Eads Company called to say that one big box had been found and that it was being sent over. I was told that the truck was full, that this box could not go in the original truck. Consolidated made the correction in pencil on the bill to 29 boxes and the total of 34 instead of 33. I still protested that the total should

be 36, but they could do nothing about it.

I went to the Eads Company and checked over the list and talked with the packer. Then I wired to the Navy: "Tsingtao shipment enroute Seattle count on freight bill short two boxes should be: 4 crates, 1 trunk, 29 big boxes, 2 smaller wodden boxes".

In answer he wrote:"Shipment checked in Seattle today as follows: 4 crates, 1 trunk, 30 boxes". They delivered a total of 30 boxes but the count was only 29, so the Eads Co. had miscounted, but they were still short 1 box. The Navy received 35 pieces.

We attempted to decide which box was missing, so from the Navy came the following explanation:

29 boxes
1 box - with Chinese characters
1 trunk
4 crates

35 pieces - 7

Upon receipt of this both Eads and I assumed that that last box had been lost in the delivery in Seattle. We both pressed the Consolidated Freightways to trace it. They informed me that a place had been made in the one truck for the box and that all of that shipment went in the one truck and was unloaded all at once at the Navy's dock in Seattle. Since Eads had consigned 29 boxes to them and they in reality delivered 30, they did not in any way feel responsible for the missing box. Then Mr. Calavan said frankly that Eads was responsible.

At Mr. Calavan's suggestion, and my consent, I was to appoint representatives for me here and after arrival in China check the missing articles, send a statement, and an adjustment would be made.

Dr. R. W. Achor, pastor of The First Presbyterian Church, Oregon City, and Attorney Mr. O. D. Eby are my representatives.

CONSIGNED TO EADS COMPANY WERE: 9(Not itemized in detail here) But it is suggestive of location in the basement.

Box # 1 socks, clothing, piece goods
" 2 mens' shirts, women's clothes
" 3 women's coats, Men's heavy coats
" 4 blouses, sweaters, women's skirts
" 5 men's coats, women's coats
" 6 women's coats, cotton batting
" 7 women's coats
" 8 women's coats, 2 old victrolas, L.blue cloth, 100 yds, 25 yds unbleached muslin, new victrola
" 9 women's coats, also short ones
" 10 sweaters, men's pants
" 11 electric stove, men's coats, men's vests and pants
" 12 Men's coats, women's blouses, women's sweaters, women's dresses
" 13 women's coats
" 14 magazines, women's dresses
" 15 shoes, men's pants, women's dresses
" 16 children's clothes, men's underwear
" 17 thread,
" 18 Underwear, cotton
" 19 girls' dresses, underwear
" 20 materials, shoes, girl's dresses
" 21 baby clothes, shoes
" 22 soap, soup,mix, devilled ham, soapflakes, milk, Miss Boehne's for Hilma, Mrs. Dilley's material on top.
" 23 Bottom the last of women's dresses, vitamin (liquid), vitamin in paper, soap, dresses.
" 24 1st sugar in tin turret, 2nd sugar in tin turret, milk, soup mix, prunes, coffee hag, afghans.
" 25 personal things on the table, blankets, writing paper, featherbed.
" 26 Hilma's and Mr. Davies in Duffle bag, special clothes wall table
" 27 Special clothes, victrola records
" 28 to be packed with blankets & covers, gunnysack cotton, pillows
" 29 " " " " " " " " " "
" 30 love seat and 2 chairs, to be crated.
" 31 old trunk, full of sugar, groceries.
" 32 wooden small box (Chinese characters) special clothes
" 33 1 folding single bed.
" 34 1 small stove
" 35 1 box books (to be crated)

April 16, 1946

Dearest Aunt Irene:

Your letter of April 10th was received this morning. I certainly admire your ability of manageing things. How could you ever carry so many things with you to China is just beyond me. If your date of departure delays a little longer, you might manage to bring enough things for the whole population of Tsingtao yet. The large overcoat is still in my place. I'll mail it to you by railway express. Chemistry department head has asked Joyce to stay here this summer to help things out. This time they offer her $80 per month for half-time assistantship. In other word, she will start working at Northwestern on September first instead of July first as she originally planned. She has been very busy with her thesis and preparation for her Ph.D. final examinations which will be both written and oral. This Friday she will present a paper before the Iowa Academy of Sciene which will hold their annual meeting at Grinnel College. Next year probably I have to present my paper.

On March 30th I wrote home an airmail letter with 10.00 dollars inside; and yesterday I wrote another one with another ten dollars. Hope they will get the money safely. If Mei I is really sick again, family might be in urgent need of money. Hope this sum can help in some small measure. I know the Lord will take them somehow, but have to do my share. If you are in need of money, please be frank aunt dear, we will be able to send you up to about 100.00 dollars. We are not rich by any means, but we are rich in spirit of sharing in what we have. In yesterdays's letter I told mother to sell about 2/3 of the total family land. The buyers need to pay no money since most people have no money to pay. They can pay say half of the land production for for a period of ten or fifteen years; (the length should be determined by the quality of the land) and at the end of the period, the buyers owe us no more obligation, and the land will be theirs. Many families who have many able bodies but have no money to buy land will be more than glad to enter the deal. By so doing, the"false landlord name"of ours will be gotten rid off on the one hand, and the annual income from the land can still supply the needed food for the next few post war years which will be the hardest for the average people to face.

It is very kind of you to bring Hsi Min's pen that I have bought him. You can throw the box away, thus will save you some room. I made that box myself anyway. Start tomorrow we are going to have Easter vacation for five days. I have offered a job from the Chinese National Geological Survey in a rather indefinite way. Personally, I am even more indefinite yet regarding whether I should except that job. Anyway, this is just one of those things that have come to me. Since I want to tell you everthing, you ought to know this one too, even it is just merely a remote possibility. All for now. May God bless you.

Much love from

Paul

p.s.:Best regard to the friends that know in Oregon.

4/23/46

Miss Forsythe,

Cape Bow sailed from Shanghai for Tsingtao April 19, 1946.

You are correct. There are two parties; Mr Schanke is located at Navy Pier 90, and I am at Navy Pier 48, over which Pier your particular shipment moved.

Yours Truly,

Mr.R.C.Schanke

RCS/
bb

THIS SIDE OF CARD IS FOR ADDRESS

Miss Irene Forsythe
710 Jefferson
Oregon City
Oregon

May 10, '46.

Dearest Aunt Zuie:

Thank you for your letter of April 26th. It is so nice to hear from you. Dr. Chang Hwei-land, the girl I told you before, who suppose to leave for China on March 1st. Right now she is still waiting passage to go home. She is going to hold a job in the China Government, and yet she is still waiting in the West coast for passage. You are not the only one I imagine.

During the past few weeks I have been so pressed for time. Shame to say I still haven't been able to mail that old overcoat to you.

Joyce's brother, Leon Wang came from Java last Sunday night. First, he went from Java to Holland by boat; and then from Holland came to this country by air. Joyce had to wire #400 of her father's money to Holland for Leon's air passage. He is going to stay with us until Wheaton Summer school starts. Leon is a rather small fellow. Although he is 20 in age, he has a height about Joyce. He is another Lois' case. He is so babyish, and

has a ~~meta~~ mental age about 14.

Joyce is going to take her final exam (B.S.) about ten days later. Right now she is busy writing her thesis which has to be in by next Tuesday.

Mr. Hsü's wife is coming this fall. So he thinks it is no use for you to carry his wife's things to Shanghai. He would like to have you mail his things back. You can send to Mr. Hsu Hsien-Liang, Chemistry Building, Univ. of Iowa, Iowa City, Iowa.

Glad to hear the few tons of things are going from Shanghai to Tsingtao.

Start next month this more time I have to assist in class again. Summer school will be two month. Immediately after that, I am going to Black Hills and Joyce is going to Northwestern. The field course will last for 5½ weeks. Well, better stop here. May God bless you & keep you.

Love

Paul.

P.S. write hurriedly.

Mother's Day Greeting by WESTERN UNION

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1946 MAY 13 AM 8 33

MISS IRENE FORSYTHE=

:710 JEFFERSON ST GY=

APPRECIATE YOUR MOTHERLY LOVE=

:JOYCE AND PAUL.: